

SASKATOON

THE HUB OF
THE HARD
WHEAT BELT



SALIENT FACTS ABOUT CENTRAL SASKATCHEWAN

ISSUED BY THE BOARD OF TRADE, YEAR NINETEEN HUNDRED AND SEVEN

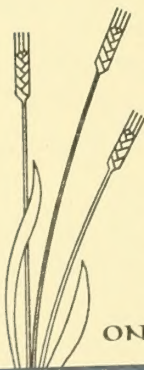
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A FEW FACTS ABOUT THE CITY OF SASKATOON

SOMETHING OF ITS PAST, PRESENT, AND PROS-
PECTS FOR THE FUTURE—A CITY
OF OPPORTUNITIES




A RAILWAY CENTRE

THE HUB OF THE GREAT HARD WHEAT AREA OF CENTRAL
SASKATCHEWAN

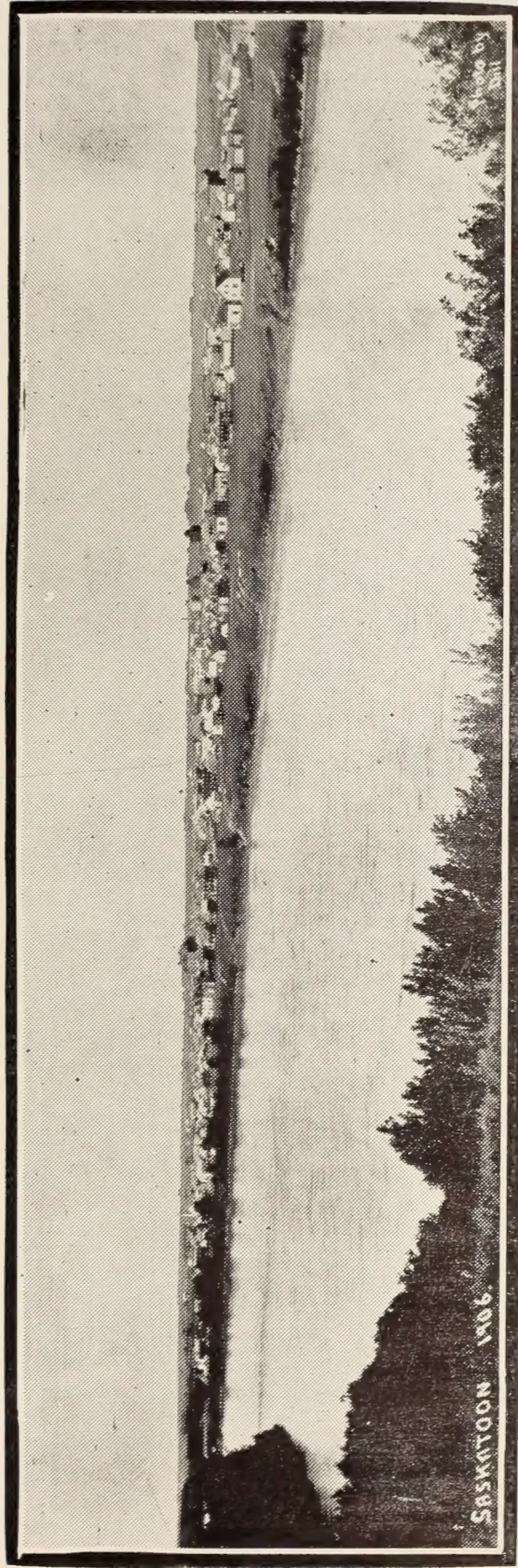
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The Phoenix Job Print.



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The City of Saskatoon.

JUST A BIT OF HISTORY

SASKATOON does not live on its past, but it is determined to live in the future. The past it leaves behind in its enthusiasm for the good times yet to come. And yet it is a point with not a few really interesting historical associations. There are relics here that ought to be preserved as being of really national interest; houses that were used as hospitals for the sick and the wounded during the half-breed rebellion in 1885; and a house where Louis Riel himself spent a night under guard after he had been taken prisoner. There are also other historical landmarks in the neighborhood, towards the preservation of which it has been proposed that the council should take some steps, and no doubt something will be done before it is too late.

It was in 1882 that the first settlers came and looked over the ground. These early settlers in entering the country had come by way of Moose Jaw, and it was almost ten years later before they had a railway of their own. During all that time their attention was given principally to cattle, but with the incoming of the railroad between Regina and Prince Albert they found a market for their wheat, which they soon learned could here be raised most profitably, both from the point of view of quantity and quality.

But meanwhile the rebellion of 1885 had frightened the people from coming in. Several who had started for the West stopped their cars en route and had them sent back home again to spend their lives in the east never dreaming of what might have been.

At the time of the rebellion the village of Saskatoon stood where now stands the pretty suburb of Nutana—that is, on the east side of the river. Of the present town on the west side there was not the slightest sign. Here in this old town the hospital corps of General Middleton's soldiers made their headquarters, the citizens of the place generously placing their houses at the disposal of the defenders of their country. Several of the houses which were used for this purpose are still to be seen in the old town, as is also the house in which the citizens and settlers for miles around assembled and held a council of war. White Cap and his band of Indians from down the river had set out to join the main body of the insurrectionists and the people of Saskatoon, who had always been on friendly terms with the members of this band, felt it to be their pressing duty to endeavor to persuade them to return. James Hamilton, one of the earliest settlers, was delegated to pacify the red men. His endeavors, assisted by another of Saskatoon's early citizens, Thomas Copland, were unavailing and White Cap, with his party, joined the main body

Dealing With the Rebellion of 1885---Saskatoon as a Central Figure---Its Rise and Growth Has Been Extremely Phenomenal

of rebellious Indians. White Cap was afterwards tried for treason, but was acquitted.

One of the great factors in the development of this district is the number of farmers who, through many years of residence, can testify that they have never known a crop failure. The quality of the grain, too, must always have been of the best, for records show that back in 1895, at the Canadian Northwest Territorial Exhibition held in Regina, the diploma and sweepstakes for live stock and grain was awarded to the exhibit from the Central Saskatchewan Agricultural Society of Saskatoon. The same exhibit was later taken to Toronto, where it added to its honors at the Queen City Exhibition.

In the summer of 1890 the railway bridge over the Saskatchewan river at this point was constructed, and during the following winter the railroad was running to Prince Albert. For the first time in the history of the place, the mails came with reasonable frequency and regularity. In the earliest days they had been carried by individuals from Moose Jaw. Whoever happened to be down on business brought the mail for the entire community. Later, however, a mail route was established between Fort Qu'Appelle and Prince Albert, and then the mail carrier was met at Batoche, where he transferred to another the mail for Saskatoon.

Back in 1884 a post office had been established in a store and it was at this time that Saskatoon stepped over to the west side of the river. At first the little village had begun to grow upon the east bank, but with the incoming of these settlers the west was found to be the more convenient for their purpose, and stores and offices and houses began to be erected here. It was still Saskatoon, however. Quickly, very quickly, the western town outran and surpassed in size and importance the village on the east of the river. Then confusion arose as to which was the real Saskatoon. The inconvenience was felt chiefly in the post office. Therefore one of the towns must get another name. We would expect the old town would be left to enjoy the old name, but the new town had so completely surpassed it in importance that the smaller had to submit. This it did gracefully, and by spelling the old name backwards

and transposing a few letters "Nootaska" was hit upon as a fit and proper designation. The harsher sounds at the end of this name became soon softened into "Nootana," and finally into the present Nutana. Such is the peculiar but official etymology which is given for this rather cunning and suggestive name for the thriving suburb on the right bank of the Saskatchewan.

The advent of the Barr colonists in 1903 did more than anything before to spread the name of Saskatoon abroad. On the 17th and 18th of April of that year about two thousand English settlers, including men, women and children, arrived from the old land under the leadership of Rev. J. M. Barr. The big company had come out to found a settlement on land reserved for them by the Dominion government. They were furnished with full equipment for establishing a town; doctors, preachers, teachers, nurses, artisans, etc., being in the party. The magnitude and novelty of the venture excited curiosity and comment all over Europe and America at the time. Saskatoon was the end of the railway journey and the place where the newcomers' first experiences as settlers were encountered. From here they trekked nearly two hundred miles westward to what has become Lloydminster. The coming of the Barr colonists did more than anything else to attract the eyes of the world to the immense unclaimed fields of which the hitherto comparatively unknown village of Saskatoon was the natural gateway. Since the days of 1903 has been "The growing time" of Saskatchewan. The solution of it all, however, was wheat. For four years in succession the crops have been phenomenal and the growth of population has been just as wonderful. Each succeeding year sees the influx of settlers outdo the past. The majority of the new arrivals are Americans who come well equipped with effects and money from their old homes in the states; others were from Ontario and Eastern Canada; many have moved in from Manitoba and large numbers have crossed the seas from their homes in the British Isles.

Saskatoon was created by act of the legislature at its last session, a centre of one of the new judicial districts of the province.

At the opening of the year 1906 there were three distinct municipalities in what is now the city of Saskatoon. There was the town of Saskatoon which occupied all of that portion lying east of the Canadian Northern tracks and bordered on the south and east by the river. Only a narrow strip or portion of a block lay west of the railway; west of the railroad lay Riversdale, which had as its southern border the river, while

on the south and east bank stretched the historic old townsite of early Saskatoon and latterly Nutana. These places have combined to make the present Saskatoon by special act of the provincial legislature.

The city is divided into four wards and each ward is represented in the municipal council by two aldermen. James Clinkskill had the honor of being the city's first mayor, and in the council with him were the late Thos.

Copland, W. J. Bell, R. B. Irvine, J. H. Thompson, W. H. Coy, F. A. Blain, Wm. Hopkins and John Ashworth. On the death of Mr. Copland in the early fall Dr. H. E. Munroe was elected to complete the term.



J. F. Cairns' Departmental Store.

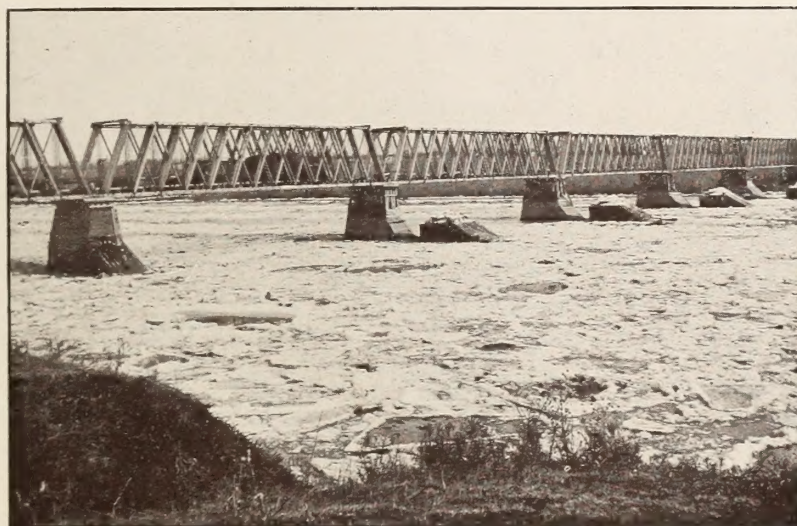
A RAILWAY CENTRE

SASKATOON is destined to be the great railway centre of the prairie provinces. The three great trans-continental systems of Canada have one and all definite plans for building their lines right into the city. The Canadian Northern now serves the city, and both the Canadian Pacific and the Grand Trunk Pacific are engaged in the actual work of constructing their bridges over the Saskatchewan into Saskatoon. The C. P. R. have a line built 25 miles west of the city on the way to Wetaskiwin and are built from the east right up to Strassburg, 100 miles east of Saskatoon, and have definitely set aside funds for completing the line into the city by September of

A Divisional Point for the Canadian Northern, the Canadian Pacific and the Grand Trunk Pacific--Provincial Centre of Operation

Saskatoon to Prince Albert has also been granted and that line as well will be built at the earliest possible date in order to tap the northern timber belt and facilitate the building up of homes on the prairie with the lumber of the north. Ultimately the Wetaskiwin line will be built through the Rockies and on to the coast and since a pass

only of first class service, but of the best competitive rates. Later on the G.T.P. will construct its branch lines and as in the case of the C. P. R. they will radiate from the best centres. Last fall Frank W. Morse, general manager of the G. T. P., stated to a meeting of Calgary business men that his company would build a line from Saskatoon southwest into Calgary and provide the shortest line between Winnipeg and Calgary. That company owns three-quarters of a section of land on the south side of the river, such as a railway requires for its shops, round houses and yards in connection with a divisional point. The valuable asset of a river with an unfailing supply of excellent water is an inestimable attraction in



The C. N. R. Bridge at Saskatoon.

this year. Not only will the Kirkella extension be completed from Strassburg this fall, but the Yorkton line will be pushed on from Sheho to join the Kirkella line just east of this city and run in over the one track. Saskatoon will be the chief centre of the C. P. R. on the prairies. That great corporation has purchased \$100,000 worth of land in Saskatoon on both sides of the river for terminals, shops, round houses, and freight yards, and officially have stated that their plans for Saskatoon involve the expenditure of one million dollars. Not only will there be two lines east and west, but permission has been granted by parliament for the construction of a line southwest through the rich Goose Lake country to meet the Soo line extension from Moose Jaw at the Elbow of the Saskatchewan. The right to build a line from

can be had through the mountains on the north at an altitude of about 2,000 feet lower than the present main line pass, it is a safe conclusion that the C. P. R. will, after the completion of that line carry a large proportion of through freight over the cheaper route.

The Grand Trunk Pacific has hundreds of miles of its transcontinental grade already under construction east and west of Saskatoon, besides their immense main line bridge crossing the South Saskatchewan river at this place.

The general plans call for the most direct line possible with the minimum of grades and curves. The road bed is wide and solid; the bridges all of concrete and steel and the rails of heavy weight. Fast time and low rates are assured and a city on that line will secure the great benefits not

bringing to Saskatoon railways with their divisional points.

The Canadian Northern, now grown to be a great system, has Saskatoon as its divisional point on the Regina-Prince Albert branch, taken from the C. P. R. in December. They have large plans for improvement in road bed and rolling stock, and on the completion of their line from Brandon to Regina they will, according to the statement of late Gen. Mgr. E. A. James, run first class through trains to Saskatoon, via Regina. This in addition to the main line service via Warman will give unequalled freight and passenger service on that system. In addition to the existing lines, surveys have been made from Saskatoon to Calgary by the C. N. R., and 1908 will probably see that line under construction. Canadian Northern plans for improvement call for the building

of extensive repair shops on the prairie. The past winter and the growing business of the company, along with the stress of competition which is surely ahead, necessitate the improved facilities for taking care of the rolling stock. And Saskatoon is the logical place for the location of those shops.

The river with its abundant supply of water and the actual presence of a divisional point make the extension of C. N. R. capacity at Saskatoon all but certain.

The fulfillment of the plans of roads actually projected and under construction will make Saskatoon the

greatest railway centre in the new provinces, and the working out of the wheat producing areas tributary to Saskatoon, the building of new towns and centres which will naturally be associated in trade with this city make its future as a railway and distributing centre very bright indeed.

The Twentieth Century Centre of Western Canada

Saskatoon is a city which has sprung into existence voluntarily. She might be termed the child of modern conditions. There was no artificial forcing or coaxing to give her a start. The birth was altogether natural and the environment congenial. The subsequent growth has been spontaneous, and on that account has the benefit of healthfulness and self-sustained vigor.

In the early days of this empire of the west, Battleford was carefully chosen as the chief centre, much as they used to select sites for medieval cities for their possibilities of defence. It was with no vision of the wide peaceful expansion of these latter days that the government buildings were set down there, on that narrow neck of land between two rivers, where "a hundred men might hold the post with hardihood against a host."

In later days when the iron horse first snorted on these wide plains, Regina was chosen afresh to meet the new conditions, but much as one might choose a milestone. Breaks at intervals of a few miles were necessary on the line of the new railway, and the order went forth for a town as if it had been a bale of merchandise.

But cities have their own sweet way. They will thrive only in a congenial location and that is in a natural eddy spot round which swerves the contested streams of human life and activity. In situations where they are coaxed and hampered with all sorts of artificial aids to importance their progress is slow and prospects unstable, but when the right spot is struck they grow and flourish unchecked in spite of all hindrances.

Such has been the manner of the growth of Saskatoon. She is the latest addition to the cities of the west, but in the race, though handicapped by youth and the lack of old associations, bids fair to eclipse them all.

Saskatoon is essentially the city called into being by the building up of the greater west. It is at Saskatoon that the tide of present day immigration broke and spread in broad streams out into the fertile plains of central Saskatchewan. It is on Saskatoon that the great railway systems are converging, recognising in her position the essentials for a great centre of commerce and industry.

The merchant notes the promise of the future, the manufacturer measures the noble river with his eye and calculates its capacity for work when put in harness, and the lover of the beautiful sees in Saskatoon a home with great natural attractions and with boundless scope for artistic adornment



Power House of the Saskatoon Public Works, Electric Light Plant and Water Works Pumping Station.

And, moreover, Saskatoon is essentially an Anglo-Saxon centre. For years the current of immigration had clung closely to the skirts of railroad builders and settlement of various peoples and tongues was only around the fringes of the territories. That vast wedge shaped land lying between the two Saskatchewan and referred to vaguely as the "Great Plains" was still untrodden and comparatively unknown.

But simultaneously with the scheme of a new transcontinental which designed to pierce this vast prairie from east to west, human interest was awakened and centred there. It happened at a time when immigration from the United States and Britain had started

to flow in earnest with the result that now from Saskatoon as the centre, east to the Assiniboine river and west to the boundary of the provinces and beyond, there has spread into every district settlers largely of one tongue and one ideal.

Where three short years ago there lay ten thousand miles of virgin prairie, one can now see on every hand the shack or the comfortable farm house and hear voices which he can understand. And yet with all the movement which has taken place it is only as the outlines of a sketch to the finished etching. There is room for countless thousands still and the prosperity before all the lines of the picture are traced that could overcrowd the plains of broad Saskatchewan.

"THE GREAT REASON"

"WHEAT, or the Great Reason." This isn't a phrase coined particularly for use here, but it applies in most parts of the west. Wheat is the reason for our being here and the reason for those thousands of cars of settlers' effects crossing the border from comfortable American homes, the reason for the thousands

The Wealth of the Country is in her Wheat--Saskatoon is the Centre of One of the Richest Wheat Areas in the World

wheat generally gives better money returns to the grower. At Saskatoon were marketed from last season's crop about 800,000 bushels of wheat, while in the district that can be said to be contributory commercially to Saskatoon there would be marketed six or seven times that amount.

Oats last year averaged up remarkably well, running from 90 to 100 bushels in immense fields. Wm. Hop-

kins was one of those who last year had a farm where the oat yield ran up to near the 100-bushel mark, and some have gone higher. Barley yielded from 45 to 65 bushels per acre, and occasionally even more; flax, from 15 to 25 bushels. Potatoes, too, yield from 300 to 600 bushels to the acre. Wheat, however, is the standby, and Saskatoon has wheat on every side of it. This can be said of very few centres in the west so truly as of Saskatoon. Usually there is a lake, or a mountain, or a morass, or a slough, or a tract of alkali; but in Saskatoon's environment there is nothing but flat wheat lands stretching for hundreds of miles north, south and east, and west.

In Saskatoon are four elevators with a total capacity of about 100,000 bushels. These belong to the Saskatoon Milling and Elevator company, the Western, the Canadian and the North Star. The first mentioned company have a first class flour mill. The capacity is 100 barrels a day and the flour, "the Champion brand," has acquired a wide reputation for its excellence. This company is planning to extend to a capacity of 500 barrels daily and also to put in an elevator of 100,000 bushels capacity. The railway development and uncertainty of yard location has deferred the building of other elevators.

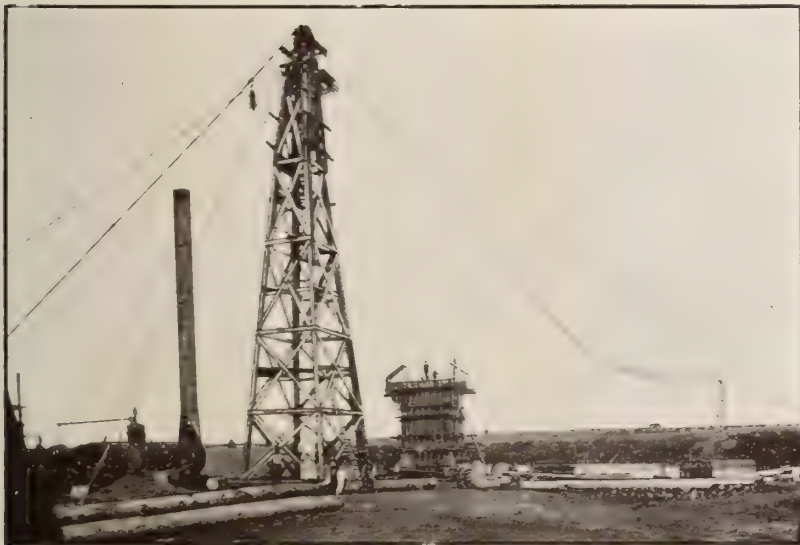
Writing from Saskatoon to his paper, the New York Evening Post, Edward G. Lowery says:

"How much land does a farmer need here to make a success?" was asked.

"He needs half a section, 320 acres; he could live on a quarter section, but could not make much money. The very large farms, on the contrary, do not turn out well; no man should have more land than he can oversee, and if I had three or four sections I should have a man on each one responsible for its results."

It is generally known, of course, that the government homestead comprises 160 acres.

Considerations of importance to the farmers are those of water and fuel. Besides the noble Saskatchewan, the lord of all the western streams, man nor beast shall never suffer from thirst. Flowing down at a rapid rate from the Rocky mountains far away, it is clear and cold, and brings to the warm soil of the prairie the refreshing coolness of the snowy west-



The New C. P. R. Railway Bridge.

flocking in from Europe. It is because of the wheat being raised that the railroad companies are spreading their huge feelers over the vast prairie country. Saskatoon lays claim to being situated at the entrance or in the centre of what is perhaps the greatest wheat country in Canada or even in the whole world.

Now, the district of Saskatoon does not lay claim to being the only good agricultural region in Saskatchewan. We believe the whole of Saskatchewan is hard to beat. But Saskatoon does claim to be as good a farming country as there is beneath the sun, and better than many that are famous because long known. In a double sense Saskatoon is an agricultural centre. In the first place, she is the gateway to the vast Saskatchewan valley, a region many times greater in extent than the famous Red River valley. It is possible that there is not in the whole world a larger continuous stretch of fertile, first-class agricultural land than that which reposes in the basin of this far-reaching, mighty river and its thousand tributaries. In the second place, Saskatoon has in her own immediate

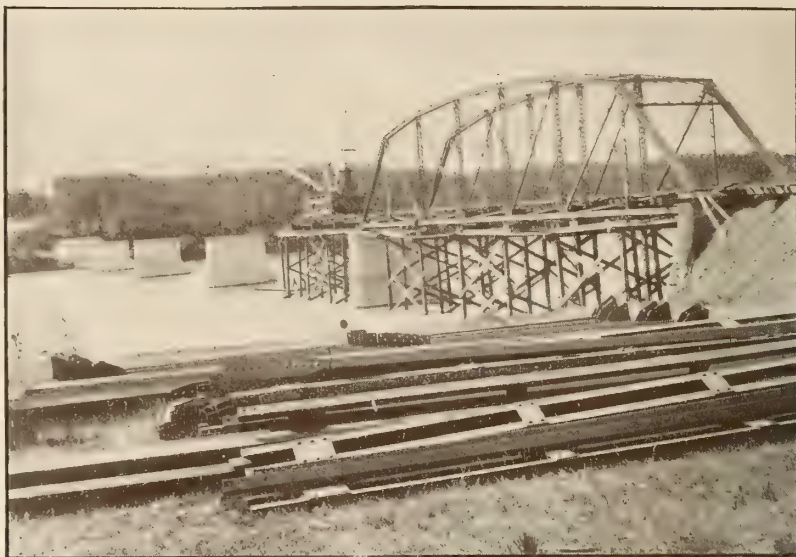
neighborhood a tract of land unsurpassed anywhere in the west—land which has produced the best quality of hard wheat, and the cleanest wheat, in quantities which in other regions are unknown.

The soil, as is general over the prairies, is the black alluvial soil from which the best results are always obtained. In places it becomes lighter, but loses nothing in strength or fertility, but is more easily worked. The soil of Saskatoon district is easily worked, and the yield cannot be surpassed anywhere. Wheat runs from 25 to 45 bushels to the acre. Scores of farmers may be found in the district around Saskatoon who only last fall harvested crops yielding from 35 to 45 bushels per acre, and many higher averages than even these figures. Some farmers are known to have loaded cars with No. 1 hard from a yield of 40 bushels an acre up. These figures but serve to show the possibilities of farming in the district.

Wheat growing is the great pursuit with the farmer here. While coarser grains have been grown successfully and profitably, they are not given the same attention because

ern peaks. And all the land for miles on either side of this stream affords good well water in abundance. A depth of ten feet is often sufficient, and rarely more than thirty or thirty-five are required, to provide an inexhaustible supply of the very best of pure water at the homestead door. As for fuel, coal is the coming staple in this direction. At present there is wood in the bluffs which are scattered over the prairie, and all along many river banks; coal has been found in the Eagle Hill district one hundred miles west, and during the past winter many tons were taken out. This summer mining on quite a large scale will be conducted by a company who have already ordered the necessary machinery. Before the season is out the new C. P. R. line from Saskatoon to Wetaskiwin will reach the locality.

The central Saskatchewan agricultural society, of which A. McOwan, of Saskatoon, is the manager, have for many years held exhibitions in the fall, but at a recent meeting it was decided to hold a summer fair, and so early in August of this year the society held its first annual summer fair.



The Traffic Bridge, now being put across the Saskatchewan in Saskatoon, at the foot of Third avenue.



Proposed Saskatoon General Hospital.

A RECORD OF PROGRESS

IN the year 1901 the population of Saskatoon, shown by the Dominion census was 113; at the present time it is about 6,000. This year's assessment amounts to \$6,669,000.

During 1906, the amount spent in New buildings in Saskatoon was about half a million dollars. Plans and preparations for buildings for 1907, will treble that sum. At the time of writing this, only one thing can retard the extensive building program of the city and that is the congestion of traffic on the western railroads preventing the free importation of what material is needed from a distance.

The foundation is up for the \$100,000 brewery of the Hoeschen-Wentzler Brewing Company, Ltd., and work commenced early in the spring on the new \$35,000 building for the Canadian Bank of Commerce. The citizens have voted \$30,000 for the erection of a municipal hospital and the congregations of Knox Presbyterian and the Methodist churches have decided for new buildings; sites have been procured and in each case a building to cost from \$40,000 to \$50,000 is planned. Work has commenced on the National Trust Co., Ltd., for a \$30,000 office building. Christ's church cathedral is already under construction; this will be a \$70,000 building, and one of the most magnificent in all Canada.

The order of Grey Nuns have purchased and remodelled a building, making a hospital with accommodation for 25 patients and already they are planning to erect a \$40,000 structure to be proceeded with at once. Among the business blocks contemplated are the Mansell-Weston block to cost over \$20,000; Oliver & Kempthorne, hardware and furniture, \$25,000; Blain-Stephenson-McKay block, \$40,000. Beside these many private residences and small business houses are going up.

Extensive purchases of brick have already been made, much of the building being done is with cement blocks, the product of a local industry.

In addition to the above the Saskatchewan provincial government will put up a \$75,000 court house at Saskatoon, the money for which has already been appropriated.

The C. N. R. have announced that they will erect a new station, and are also greatly increasing their yard space. The C. P. R. have all their terminal and divisional facilities to establish at an immense outlay of money and the same may be said for the Grand Trunk Pacific, to which reference is made elsewhere.

Concrete piers and abutments have been completed and three spans placed in position for a traffic bridge in the centre of the city, on which the pro-

Containing a Reason for calling Saskatoon the Most Rapidly Growing Young City of the Dominion--This year's Expansion

vincial government are spending \$110,000. At the present rate of progress the completion of the bridge may be looked for by September 1st, 1907.

Ashworth & Holmes have estab-

There are three dentists and twelve medical practitioners.

Six banks are represented, one of which has two branches.

Among the manufacturing concerns might be mentioned: Flour mill; two planing mills; interior finishing factory; brick yards; two soda water factories; machine shop; mattress factory; large brewery in course of erection, and cement block factory. There is also a modern steam laundry in operation in the city.

The city offers a splendid opening for a packing plant, soap factory, tannery, shoe factory, oatmeal mill, wool-



The New Brewery.

lished a large green house and nursery on the north side of the city where flowers, fruits and early vegetables are grown. The equipment for the green houses is the most modern obtainable and an expert has been engaged to superintend the enterprise.

Among the business houses here might be mentioned three departmental stores; nine general stores; five hardware stores; two tinmiths; four men's furnishers; three butchers; three tailors; four implement dealers; 4 harness makers; seven lumber yards; four druggists; eight livery and feed stables; six restaurants; two booksellers and stationers; two wholesale liquor houses; six bakeries; two special grocers; two special dry goods stores; four large furniture stores; two undertakers; four jewellers; seven barber shops; two tobacconists; two daily and two weekly newspapers; two dairies; two blacksmith shops.

len factory, agricultural implement factories, and wholesale and jobbing houses to supply an area of a quarter of a million square miles, settled or settling up with unprecedented rapidity



A CITY OF GOLDEN OPPORTUNITIES



H. Acheson's Residence.

The location of Saskatoon on three independent railway systems—the C. P. R., C. N. R. and G. T. P.—with the branches that these roads will build out from the city, makes it the most valuable point in the province or in the two western provinces for wholesale, manufacturing and distributing depots. To borrow the words of one of Canada's best known railway men, "The roads must centre at Saskatoon in order to get the benefit of an unlimited water supply."

There is a steady demand for artisans and laborers and the beautiful situation makes the place desirable for permanent residence.

To capitalists the city offers advantages that are being recognised. In a district that must soon become a tremendous consumer, Saskatoon has every facility for reaching and tapping that territory.

The city council will shortly learn to what extent power may be developed by means of the river, where a current of four miles an hour flows by at present unharnessed.



PLENTY OF LAND FOR ALL COMERS

There is land to suit all fancies lying out from Saskatoon. First and foremost, the farmer who desires level clean prairie, free from twig and stone, and into which he can let his plowshare and lay over the long furrow without hindrance, let him come here. For this is the most characteristic kind of land to be reached from Saskatoon. The man on the other hand who likes a country with a roll to it and scattered bluffs, he can be suited. The stockman who looks for ponds and juicy meadows for his dairy herd can have them close at hand, and a good market to boot. The canny Scot or the lover of the picturesque, who likes to see hills bound the horizon, or to dwell within sight of a river or lake will find what his heart desires close to the river courses of central Saskatchewan.

And conditions are ever improving. The rough pioneer work will soon be practically over. Trails well beaten and graded lead out into every district. Competition is getting keener amongst business men and in consequence the cost of necessities is ever lowering. With the railway development, too, freight rates will be lower and the fruits of industry are ever bringing larger profits to the producer.



Board of Trade Building.

THE HUB NOW A FINANCIAL CENTRE

Multiplicity of banking institutions may or may not mean much in the making of the general prosperity of any community. Operations of these institutions are, however, an important indication of the volume of business transacted in a community.

Less than five years ago the first branch of a chartered bank opened in Saskatoon. In the fall of 1902 the Bank of Hamilton commenced business here. The Union Bank of Canada followed in 1903, and the Canadian Bank of Commerce came the next year, in 1904. Within the space of a few weeks in the spring of 1906 were opened branches of the Bank of Montreal, the Bank of Nova Scotia and the Northern Bank. During the summer of the same year the Union Bank opened its second branch in the

city, on the west side in a district where the growth has been phenomenal. In addition to the above, two other chartered banks are known at the time of writing to be seeking a location at the Hub. The National Trust Co., Limited, is another institution with a branch at Saskatoon, and so marked has been this company's progress here that they have outgrown their present offices and will build on a central site this year. The contract was let in March for a permanent and costly building.

All of the above banks have had to add to their staffs during the past year and two at least will be located in new quarters before the present year goes out. The bank of Commerce have commenced the erection of a block of their own to cost \$35,000 or more, while the Bank of Nova Scotia will move into new offices in

June. A site has been purchased by the Bank of Montreal.

Saskatoon has become the banking centre for a vast territory, and as that territory continues to progress so will the financial institutions. It is argued on the same grounds that the merchant wholesaler argues that this city must remain the financial centre of the district, and in time of the province.

The bank clearings for the first week in December, 1906, totalled up to almost \$300,000. This is accepted as a fair average. The volume of banking business in Saskatoon during 1906 more than doubled that of 1905. This growth represents increasing settlement of the adjacent farming territory and the opening and extending of business houses in all branches of commercial activity. The present year promises us great strides



The Canadian Bank of Commerce, Saskatoon.

ABOUT MIXED FARMING

CLIMATIC and other conditions of the Saskatoon district of Saskatchewan are such as make this part of Saskatchewan particularly well adapted for mixed farming and dairying.

Farmers do not attempt to keep cattle through the winter without being stabled, consequently they are supplied with stables and barns, as in Ontario and all old parts of the country. Some distance from the city where the long haulage and high price of lumber make buildings expensive,



many farmers resort to sod buildings. The writer has seen and examined many of these, and to the uninitiated it appears wonderful that such com-

A District That is Particularly Well Adapted to Stock Raising -- Opportunities for Dairying and Market Gardening Good

tions are much more favorable for dairying than in districts where ranching and wheat-growing only are followed.

Farmers who had the good fortune to come into this district seven to ten years ago have extended their operations to mixed farming and dairying with the most satisfactory financial results.

The soil is admirably adapted to the growth of root crops. Enormous crops of potatoes, turnips, beets, carrots and cabbage are grown and sold every year.

Water is obtained anywhere by digging to a depth of from 10 to 25 feet.

grown with as satisfactory results as in any part of Canada.

Some farmers of the Saskatoon district who have in a few years made a competency sufficient to retire may be mentioned the following, who may be referred to if further information is desired: Henry Smith, Geo. Smith, David Lusk, John Conn, J. E. Taylor, Kirk Fletcher, Geo. Fyfe and others.

Those who have devoted their attention to raising thoroughbred stock have had the greatest success. Among these may be named John Caswell, R. W. Caswell, Geo. Richardson, Thos. Copland, Dr. J. H. C. Willoughby, Isaac Cherry, Thos. Peat, Harry Smith, Jos. Harper and Jos. Caswell.



Scene on J. H. C. Willoughby's Stock Farm.

fortable and in every way satisfactory buildings can be constructed very quickly and at comparatively light expense. This being the case, condi-



People in the eastern and southern provinces will be surprised to learn that in the broad and fertile valley of the Saskatchewan, the farmer's terrible foes—Canadian thistles, burdocks and potato bugs—are unknown. The cultivated grasses—timothy, brome and rye—flourish in this new country.

The raising of hogs and poultry offers a field of unlimited possibility to those who would engage in these undertakings.

Small fruits, such as raspberries, currants and gooseberries, can be

The soil in the immediate vicinity of the city is a sandy loam and can be utilised for the growth of all crops adapted to the temperate zone.



Natural fertilisers in the way of manures from the city can be had in unlimited quantities by market gardeners for the mere hauling away.

The present and rapidly increasing population of Saskatoon demands a very much larger supply of farm and garden products than is now being

produced and this opens up a most profitable field for those desiring to engage in mixed farming, stock raising, market gardening and fruit growing.

SASKATOON'S EDUCATIONAL INSTITUTIONS



King Edward School.

Important indeed in every city or community are the facilities offered for educating the youth. It is but natural that a place so quick to appreciate its natural and acquired advantages would be careful to pay all consideration to the efficiency of its schools. And such is the situation at Saskatoon.

The city has four schools which provide for fifteen classes. These classes range from the primary to all the branches of high school work.

The earliest school was, of course, in the Saskatoon of the south side. When the new town sprung up the little stone building now known as the "Pioneer" school was erected and here and in a sister frame building erected five years ago, the youth of the community received their early training. From this followed in a few years the handsome brick King Edward school, and only last year, 1906, the latter was enlarged from a four-room to an eight-room building. Not only was the King Edward school enlarged to double its original capacity, but the board of trustees found it necessary to build on the west side. The Alexandra school a white brick building, just completed is as fine an example of school architecture as will be found anywhere in the west. It is now completed with four large bright rooms.

The board have also secured sites for two ward schools. The selection of a high school site has also received the attention of the board and a beautiful site on Caswell hill is now secured for a handsome collegiate institute building.

The impressive cement block struc-

ture known as the Nutana school, is on an imposing site on the south side of the river, and affords excellent accommodation for pupils on that side of the city.

There is no finer site in Saskatchewan for the provincial university soon to be established, than that at Saskatoon. Both the central location of the city of Saskatoon and its convenience of access from all parts of the province by three systems of railway should have led intelligent and honest legislators to have placed the parliament buildings here, as they undoubtedly will the buildings for the University of Saskatchewan.



Alexandra School.

SASKATOON'S NEWSPAPERS



The Home of The Phoenix.

Saskatoon has two newspapers—The Phoenix, Liberal, daily and weekly, and The Capital, Conservative, daily and weekly.

The Phoenix was started in 1902 by Leonard Norman. In 1904 he sold out to the Phoenix Publishing Co., of which Dr. J. H. C. Willoughby was managing director and J. H. Holmes editor. In 1905 the company sold out to J. A. Aikin, the present publisher, who has continued to run the paper. In April of 1906 The Phoenix appeared as a daily and the venture met with success from its inception. The daily carries a regular telegraph service in addition to local news. The weekly edition is eminently a district newspaper. In January, 1907, The Phoenix was installed in its new building, corner of 2nd avenue and 22nd street, a modern building of brick, concrete and steel structure, well suited for a newspaper business.

The Capital was launched in May, 1906, by Geo. H. Thompson and C. H. Tryon, both Winnipeg newspaper men. At first they put out a tri-weekly edition which was deservedly well received and was given good support. In January of 1907 they suffered a severe loss by fire and were closed up for six weeks, but when again The Capital appeared it was as a daily paper with a weekly edition. Mr. Thompson is editor of The Capital and Mr. Tryon is business manager. The present location is on 20th street, corner of 3rd avenue and is a commodious building affording good accommodation for a growing concern.



Home of The Capital.

FOR HEALTH, COMFORT AND SAFETY

Before the year 1907 has closed, Saskatoon will have in operation a waterworks system, a sewerage system and an electric light and power system. All of these are municipal undertakings, to be owned and operated by the city. A year ago the work was commenced, but delays, caused chiefly by the difficulty in procuring sufficient labor have thrown the inauguration of the works back some months. A municipal hospital to accommodate fifty patients, is also a part of the present program.

The above, backed up by the systematic construction of sidewalks and road building, will give Saskatoon those features it alone required to make it a truly desirable spot in which to make one's home.

The Saskatchewan river will supply the water, as it is already doing in a primitive way, for water supply, and an excellent means of sewage disposal farther down this magnificent stream.

The river is tapped before entering the city and the waste water and sewage is returned again to the river farther down the stream. The winding of the river around two sides of the city makes the drainage a simple and thorough process.

Water pressure will be supplied to the south side by means of a water tower, to which a main will run from the general system.

An initial plant of 300 horse power is the capacity of the light and power system being installed. Midsummer will see this part of the city work in operation.

Altogether nearly \$350,000 is required to cover municipal work now under way.

The city has now an eminent hydro-electric engineer at work with a view to utilising the broad and swift flowing Saskatchewan as a means of developing power.

In addition to the hospital to be built by the city is one accommodating twenty patients or more, being conducted in the city by the Grey Nuns. The present building is but a nucleus of what is contemplated.

Plans are under way for extensive enlargement of the city fire fighting equipment. The addition of the waterworks will, of course, provide a service for the business section, but in addition to this, two new fire stations will be opened and the central station enlarged. All this will be done immediately. Fire hall sites have been procured on the west and south sides and the equipment from the present central station will go largely to furnish the sub-stations, while a larger and more adequate service will be installed at central. It might also be mentioned that this spring the council had installed at the central station an automatic fire alarm, one which is sounded by ring-

ing a certain number on the telephone. This automatic alarm would scarcely be possible with any other

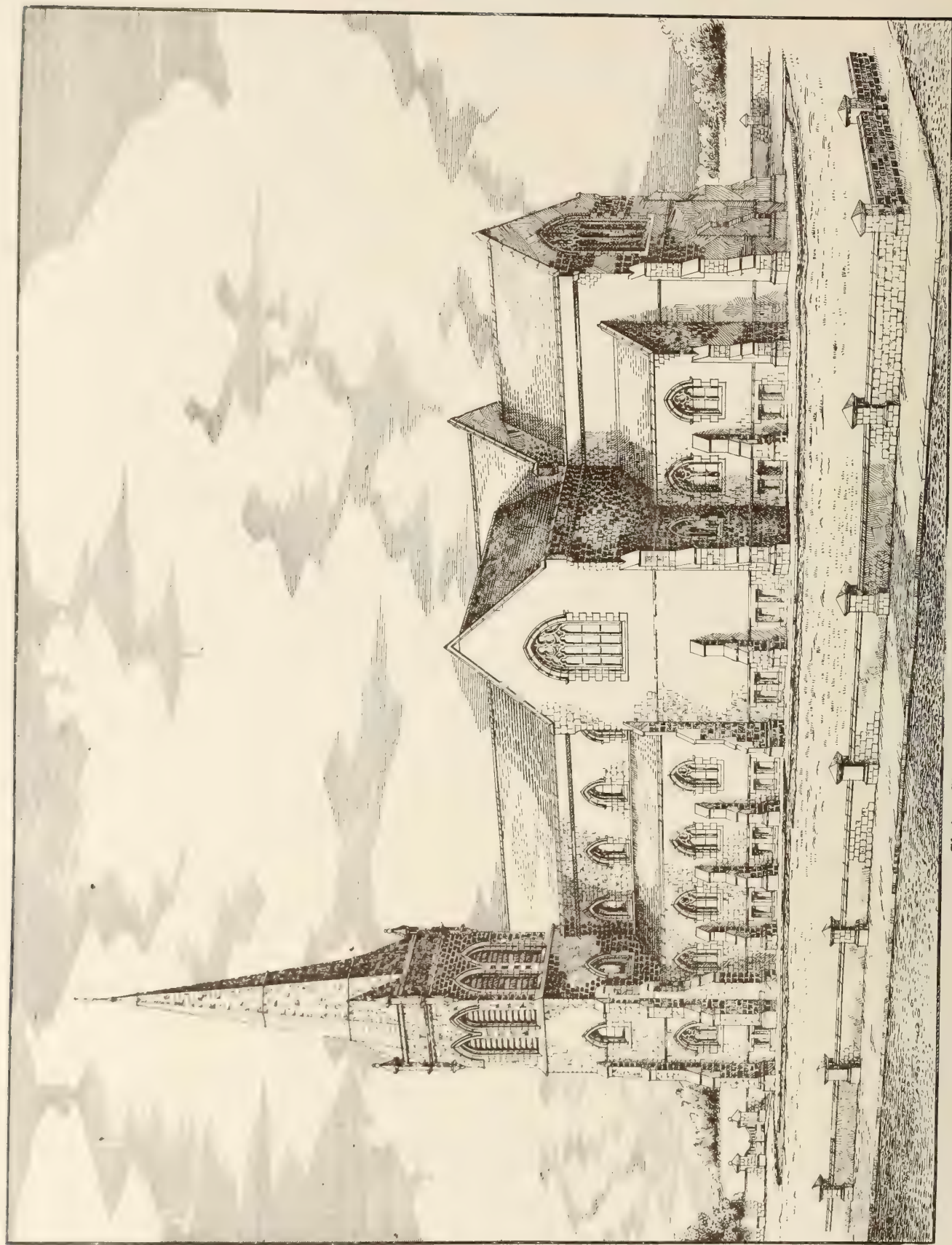
than the ceaseless phone system in use in the Hub, a system referred to elsewhere



Residence of Mrs. T. Copland.



Residence of J. H. Holmes.



Christ Church, Anglican, now building.

THE CHURCHES OF SASKATOON

In keeping with the general progress of the city, the churches have shown the aggressive spirit of the community, and are doing much to advance the true interests of all. That the churches are well attended and the congregations ever growing is shown by the fact that two of the leading ones are enlarging this spring, one new church is under construction and two branch churches have been opened within the past few months. In addition to this evidence of growth the congregations of the Methodist and Presbyterian churches have secured costly sites and have decided to build. In each case an outlay of about \$40,000 is contemplated.

Third avenue seems destined to be-

come the church street of the city. At present there are located within a short distance of each other on this pretty and convenient avenue St. John's, Anglican, Baptist and Methodist, while the sites for the new Presbyterian and new Methodist churches are located on corners of the same thoroughfare. The present Knox Presbyterian church is beautifully located on Spadina Crescent overlooking the river. This was the first church erected on the north side of the river. St. Paul's Roman Catholic church is situated on Fifth avenue and accommodates a large congregation. Christ's church, the new Anglican church on the northwest side is still in the builders' hands. It will be a hand-

some structure on which in the neighborhood of \$70,000 is being spent.

Both Anglican and Methodist churches have opened branches in what was Riversdale and there the usual services are held.

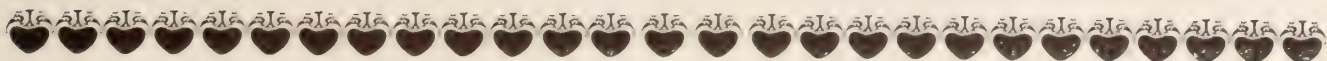
Naturally the first church in Saskatoon was erected in the oldest portion, the south side, or Nutana. It was a Methodist church, and is still in existence, the only one in south Saskatoon.

Evangelical-Lutherans have the use of the Baptist church every Sunday afternoon.

The Salvation Army have an aggressive organisation in Saskatoon and have erected very comfortable quarters on Twentieth street.



The Young & MacBeth Block.



THE STREETS AND PARKS



This is a subject upon which, as yet nothing definite has been said, and it is of too great importance to be overlooked. We are particularly fond of congratulating ourselves upon the layout of our wide streets and lanes. The avenues run north and south and are three hundred feet apart. Between them and parallel with them run lanes twenty feet in width. Crossing these at right angles and at distances of five hundred feet from each other, are the streets. All avenues and streets are ninety-nine feet in width. The advantages of wide streets to a town or city cannot be over-estimated. Sanitation and convenience are both served, and the appearance of the buildings upon both sides, and the hurrying business of the street itself is decidedly improved. And in the days when we shall be obliged to have a street car service we shall find the width of our streets will stand us in good stead.

The Nutana bank of the river is all a park—it has been reserved for that express purpose. The owners of the land on that side saw the advantages of such a reservation, for, though involving a sacrifice on their part of the most beautiful tract in their possession, the fact of its being held as a park has so increased the value of the surrounding territory as to net them a handsome return. This park

resembles in many respects the hill upon which stand the parliament buildings at Ottawa. Like the hill of the Dominion capital, the Nutana hill is heavily wooded.

Next in importance to the Nutana park is that which at the present time is the city park. The property belongs to the city and was purchased for park purposes in the more strict sense. The block contains fifty acres. It fronts for about a quarter of a mile on the river bank and is surrounded by residences. It will only be a very short time before it may be said to be in the very heart of the city.

Wilson Bros. have given the city a large park at the north end near where the C. P. R. enters the city.

Another plot of ninety acres on the west end of the city has been bought for park purposes and as soon as opportunity offers it will be improved and cultivated.

Still another park has been reserved by Ashworth and Holmes in their addition to the townsites so that the indications clearly are that no matter how busy Saskatoon may be with its many and far-reaching railway systems it will still have ample ground for leisure and repose no matter how smoky it may be with the fumes from the myriad engines, it will still have roomy and beautiful fresh air spaces.



ATHLETICS—SUMMER AND WINTER

Saskatoon looms up prominently in the sporting and athletic life of central Saskatchewan. The city is, in fact, a centre for organizations and leagues for the carrying on of games and pastimes. Locally the support and encouragement given athletic bodies is general and generous.

There is, of course, a curling club, which numbers one hundred members or more. This body, at its annual meeting in April, 1907, undertook the erection of a new rink to be used exclusively for their favorite game. During the winter a bonspiel is held, beside several local competitions.

The hockey club, too, is reckoned to be one of the strongest in the province. The city hockey league during the past winter provided a series of games that interested the whole city, while the matches played by the senior team in northern Saskatchewan league produced as good hockey as may be seen anywhere.

The lacrosse club maintains an unbroken record of victories for four seasons and during the summer of 1907 will endeavor to continue leading. They re-organized in April.

The city also has a baseball club with a live management who are working for the formation of a league to include the larger towns on the C. N. R. lines north, south, east and west. Early in the spring a number of good men were secured, including players who have figured in the larger league contests. Last year the city had one of the best ball clubs of the province.

Football has always been played in a more or less unorganised way, but during the present season a team will represent Saskatoon in the Saskatchewan league. The club organised early in the spring. A city football league is also formed.

A golf club was organised in early spring and have secured excellent grounds on the north side of the city for a course.

A rifle club has existed for some years and this year the marksmen will be stronger than ever. Weekly practices are held. There is also a gun club in the city. Prairie fowl are to be found in abundance a few miles from the city and when the season opens in early fall Saskatoon is almost depopulated of its male residents.

The tennis club has a large membership. A court has been established at the southeast corner of City Park overlooking the river.

The strong cold current of the Saskatchewan, which is such a treasure in carrying off drainage, debars the ordinary canoeist or oarsmen from indulging much in a healthy and excellent form of exercise. Only the more sturdy oarsmen indulge in canoeing or rowing. The current, however, does not prevent the use of the steam launch and on a summer's evening a number of these may be seen plying up and down the broad stream.

At the last session of the Dominion parliament Saskatoon was selected as the headquarters for a squadron of mounted rifles.

THE HUB'S TELEPHONE

It is amusing at times to see the smart "city man" come to this young town and when he wishes to use the telephone find that he has to inquire about "how it works," for many have not learned of the latest in telephone talk. Saskatoon was for a few years afflicted with an unsatisfactory 'phone system, or at least a system of the old fashioned "hello" kind, where the central girl tells you that the "line's busy" or "that number is not working." Since the opening of the North-western Telephone Co.'s new system and the discarding of the old, Saskatoon has enjoyed the service of a waitless, cussless, out-of-orderless, girlless 'phone. The system now in operation is automatic and unceasing, even though the exchange is locked up and lights out. It is a continual service and absolutely self-operating at central. It is the system that New York, Chicago, Cleveland, Los Angeles and other American cities have already partly installed or are now adopting.

In the office or home of each subscriber is placed a square box, not as large as the lower part of the old telephone apparatus. On the face of the box is a dial and a small electric button and at the side is suspended on a lever the phone receiver. The dial has eleven small finger holes and opposite these are the ten numerals, the other is to get long distance. To operate the phone the receiver is taken from the hook and if 138 is wanted a finger is inserted in the hole opposite the first numeral, swing the dial to the left to a point indicated by a "finger stop." Remove the finger and the dial immediately returns to position, then repeat with the three and the eight and the connection is made. If the line is busy a distinct buzzing sound will tell you so. Disconnection is complete by simply hanging up the receiver. Because of the instantaneous disconnection and the quick process of calling any number or numbers easily, two-thirds of the time taken on other systems is saved.

The energy is central. The old plan of having batteries at each phone is dispensed with. It was these latter that caused many of the old phones to go out of commission from time to time. The batteries became weak. With the system in use in Saskatoon this cannot be for every phone has the advantage of the full energy of central office.

A System that is in Ceaseless Operation Day or Night---Waitless and Girlless--Advantages of a thoroughly modern Telephone

has chosen this city for the location of their demonstration plant. To make clear what this means it may be necessary to point out that this firm have purchased at enormous cost the patents for America of the famous Julius Pinisch & Sons producer - gas - power system and their object is to repeat on the American continent the successes attained by the German firm in Europe.



Residence of W. C. Sutherland, M.L.A.



Residence of J. E. Paul.

A POWER DEMONSTRATION

Quick to recognise in Saskatoon the centre of the west, the Olds Gas Power Co., a big American concern

Recognizing that in western Canada there must be a great field for a system where economy of fuel is minimised from sixty to eighty per cent. in the production of electric power, the public could be shown that the system is practicable. For the purpose of showing them this company in-

stalled a costly plant in Saskatoon, strung wires after special arrangement with the council and the demonstration is being carried on. During the summer it is proposed to have delegations from towns and cities all over the west come to Saskatoon to view this plant and learn of its capa-

bilities. So much importance have the Olds company placed in the Saskatoon demonstration that the expert from the Pintsch works to superintend the plant and meet parties in quest of information has been sent to Saskatoon. John Wiley represents the Olds Co. at Saskatoon.

HOTELS OF THE HUB CLUBS AND LODGES



The Western Hotel.

Eight licensed hotels cater to the wants of travelling and general public in Saskatoon, where at the beginning of 1906 only five existed. These houses are: The Empire, with 45 bedrooms, and one of the most modern up-to-date hotels in the west, opened June, 1906; the Western, which recently sold for \$85,000, with 52 bedrooms; the King Edward, opened last fall, 52 bedrooms; the Iroquois, opened just

a year ago, with 40 bedrooms; Windsor, 25 bedrooms; the Queens, 25 bedrooms, at present being greatly enlarged; Royal, 25 bedrooms, building cement block, and the Butler, 25 bedrooms.

There are beside the above several private boarding and apartment houses, comfortable, convenient and reasonable in their rates.

Hotel rates are \$1.50 and \$2.00 a day.

To the club man and the lodge man Saskatoon is surely in a position to offer all the benefits and privileges enjoyed by these social and fraternal bodies.

We have in the city the Saskatoon club and the Elks club, both of which exist under provincial charter. Last year the Elks club organised and are established in luxurious quarters in the handsome Young & MacBeth block. The club has a large membership of the leading men of the city.

The Saskatoon club, a later organisation, is composed of business men of the city, who have fitted up for themselves a comfortable place in which a social hour may be spent with friends and their visitors. The furnishings are all of special design.

Besides the above, most of the leading fraternal societies are represented in Saskatoon by branch lodges. These are the Ancient Free and Accepted Masons, of which Ernest Dicker is secretary; the Independent Order of Oddfellows, C. L. Hutcheon; Canadian Order of Foresters, secretary J. E. Rowe; Sons of Scotland, S. Hutcheon, secretary; Sons of England Benevolent Society, of which F. J. Clark is secretary; Independent Order of Foresters, B. Hope Johnson, secretary; the Woodmen of the World, the Knights of Pythias and the Loyal Orange Lodge also have branches in the city.

The Saskatoon branches of these organisations are very active and have increased remarkably in membership during the past year. Members of the different orders from other lodges are assured of a warm welcome by the Saskatoon brethren who display the characteristic cordiality of the west. The I. O. O. F. have decided to build for themselves a new brick block this year, to be fitted with all conveniences for lodge and social gatherings.

The city also has the usual political and literary clubs, where many find profit and pleasure.



The Empire Hotel.



ALL NEW COMERS CAN GET GOOD LAND

There is land to suit all fancies lying out from Saskatoon and at a fair price. One has to go out about a hundred miles to get a free homestead. First and foremost the farmer who desires level clean prairie, free from twig and stone, and into which he can run his plowshare, and lay over the long furrow without hindrance; let him come here; for this is the most characteristic kind of land to be reached from Saskatoon. The man on the other hand who likes a country with a roll to it and scattered bluffs, he can be suited. The stockman who looks for ponds and juicy meadows for his dairy herd can have them close at hand, and a good market to boot. The canny Scot, or the lover of the picturesque, who likes to see hills bound the horizon, or to dwell within sight of river or lake, will find what his heart desires close to the river courses of central Saskatchewan.

And conditions are ever improving. The rough pioneer work will soon be practically over. Trains and road allowances, well beaten, and graded, lead out into every district. Competition is getting keen amongst business men and in consequence the cost of necessities is ever lowering. With the railway development, too, the freight rates will be lower and the fruits of industry are ever bringing larger profits to the producer.



BUILDINGS ARE ALL SUB- STANTIAL

As will be readily seen from the various cuts that appear in this issue, the class of buildings that are now being erected in this thriving city of the west are modern in every respect. Frame stores, offices, hotels and banks are rapidly giving place to permanent structures of stone, brick and cement blocks. Lumber is brought in from Prince Albert and the well-wooded country to the north. Considerable quantities of lumber and shingles are also imported from British Columbia. Limestone and granite boulders are found in large quantities in the river bed, and are used largely for building foundations. The limestone is burned into lime. Sand for mortar purposes and gravel for cement blocks are also taken from the river bed during low water. There is a brick yard in the city, also a cement block factory.

Bricks are also imported in large quantities from outside points as far east as Portage la Prairie, Man. Portland cement is imported in thousand barrel lots from various points



D. T. Smith's Residence.



Residence of J. A. McRae.



Residence of W. A. Coulthard.

SUCCESSFUL FARMERS

MR. Herman Schmidt resides on his farm of 640 acres two miles east of Saskatoon. He came here in 1902 from the State of Minnesota. He has a good comfortable frame house with a veranda, a good barn and out buildings, and a magnificent garden. Mr. Schmidt brought with him some seeds from green and golden willows, from the State of Minnesota which he planted around his residence—they are all doing well. In 1904 he planted 1,000 Russian poplars; in 1905, 1,000 Manitoba maples and in 1906 he planted 1,000 ash trees. All these trees are in a thriving condition and show up remarkably well for ones so recently planted. Mr. Schmidt will plant 1,100 Russian poplars this year for a wind break, as he finds these trees to be of very rapid growth. This farm home presents a very comfortable and home-like appearance. Last year Mr. Schmidt had 400 acres in wheat which produced 8,000 bushels, an average of twenty bushels to the acre, and this was an off year with him. In 1905 his crop averaged twenty-eight bushels to the acre. In 1904, twenty-five bushels to the acre. Fields of new land on his farm have produced forty bushels to the acre. Oats, under favorable conditions will produce seventy bushels to the acre. Potatoes and roots produce enormous crops. Mr. Schmidt is well pleased with the country and the progress he has been able to make in it.

Berthold Schmidt conducted a farm very successfully for a number of years and is now living a retired life in the south end of Saskatoon.

George Stephenson is one of the old settlers; his farm is about three miles east of Saskatoon and consists of 480 acres. He conducted a ranch at Dundurn very successfully for a number of years. He is now engaged in mixed farming and continued success rewards his efforts. Last year he erected a good residence, barns and granary. A shelter belt of ash, Manitoba maple and cotton woods planted last year are doing well.

John Evans who came to this district from Wales many years ago is farming successfully on a 380-acre farm east of Saskatoon. He has a good residence and out-buildings and a large number of live stock. The writer did not see Mr. Evans but his neighbors spoke very highly of him.

Oliver C. Lawson who has a farm of 320 acres, two miles north of Saskatoon devotes his attention almost entirely to grain growing. His wheat crop last year averaged about thirty bushels to the acre.

Talmage Lawson resides on the ad-

A brief mention of some of the Representative Agriculturists of the District
—Men who have extracted
Wealth from the Prairie

joining farm, two miles north of Saskatoon. He is engaged in mixed farming and devotes considerable attention to horses. He imports horses from Montana, feeds them on the farm and disposes of them to farmers and others in the district. In 1905 a wheat field on his farm produced forty-five bushels to the acre. This was, of course, under the most favorable conditions.

—good cultivation and plenty of timely rain.



Residence of Ex-Mayor Clinkskill.



A. Turner's Residence.

THE GREAT PRIDE OF THE SASKATONIAN

Backed by immensity of the richest of farming country and peopled by the most progressive class of settlers in the world, the operating centre for the province of three trans-continental lines of railway, and a natural location that gives almost perfect drainage would, one naturally thinks, outweigh any other attraction a city of the west could possess.

And yet it is not these that most impress the stranger. It is the natural beauty of the place that appeals to the new comer and is a source of pride to Saskatonians.

Situated as it is on the Swift Running Water—for that is the English for the more musical Indian name, Saskatchewan—the town of Saskatoon could not very well be otherwise than a place of beauty to the eye with a sight for the picturesque in nature. The river has been famous ever since the discovery of the great west for its broad expanses stretching far to the west and reflecting back into the region of advancing night, slowly making its way up from the east, the last beautiful rays of the setting sun. In the smooth mirrors of its water many an admiring traveller has beheld the royal glory of the evening sky—the purple and the gold, of which the western skies have such a wealth, enjoyed in two-fold measure. Combine with this the

noble volume of the stream, its hurrying rapids, its deep still pools, its many meanderings, its high and picturesque banks and upon a person who has never seen it there begins to dawn a faint idea of the natural beauty of the situation.

The river winds almost round the city, coming in at the south-west, then north so that it touches us on at least three sides. On the north and west the banks are not so high as on the opposite side, nor are they so well clad with vegetation. This leaves the view of the river more open and on the opposite bank nature has done her utmost to make the scenery beautiful. The ornamentation of trees and ravines, and shrubs and natural paths that have been converted into lovers' walks, shady nooks and cool grassy terraces are all here. Nothing has been spared from the wealth of nature to give gladness and brightness to the prospect. And upon the sloping plain that overlooks this scene the city of Saskatoon is built—in the circular campus that fills a graceful curve in the river. And behind the city are rolling hills and the elevated table-land of the surrounding prairie.

Another of the features of Saskatoon which adds vastly to its beauty is the arrangement of its residences. Along the river front an appropriation of one hundred feet has been made for a residential street. This is known as Spadina Crescent, and more than a

mile of handsome residences have been erected. The view of the river and its right bank is charming and no more pleasant site for a home could be wished for than upon Spadina Crescent. It is the intention of the city council to use thirty-two feet of the land appropriated for this street and drive for a boulevard—two stretches of trees, twelve feet wide, extending the whole length of the Crescent, and between these a sidewalk eight feet wide.

On the east and south bank of the river is what was previous to incorporation known as Nutana. This is a splendid building site, and with the opening of the traffic bridge, now well forward to completion, many of the city's most handsome residences will be located there. From Nutana heights one obtains a view that is extremely fascinating. The whole busy business section lies stretched within easy scope while harmony is lent by the row of pretty residences that trace the curves of Spadina Crescent. Nowhere does the Saskatchewan look so majestic or so picturesque as when seen from the high south bank. Four great bridges resting on heavy concrete piers come within one's range of sight, and each has to assume a widely different angle from the others, required by the windings of the stream. The shortest of these bridges will measure one thousand feet.



The Saskatchewan Does a Turn.

A MOST SUCCESSFUL OLD TIMER

Henry Smith, who resides on his homestead in the settlement called Smithville, situated 5 1/2 miles due west of the Saskatoon railway station, took up the homestead in the year 1883. He then returned to Ontario and came out the following year and selected land for his four sons. The rebellion breaking out the following year prevented him going on the land early, but the work of erecting buildings was commenced in June, 1885. Hay was also put up for the cattle, which were brought out from Ontario. The family were moved to the homestead the following November. Part of the necessary implements were brought up from Ontario and the remainder were bought at Moose Jaw, 160 miles to the southwest. About 1,000 bushels of grain were raised the first year and

trip took two weeks. This included two day's stay at Moose Jaw. Crossing the Saskatchewan river was one of the most difficult propositions to negotiate in those days. Horses had to swim across, and the wagons be taken apart and rowed over in a boat and again reconstructed on the other side. Later the settlers united their forces and constructed a ferry, to navigate which a bee was formed.

The soil is clay loam from one to three feet in depth, with clay sub-soil, generally, and sandy clay sub-soil in places. It is the far-famed wheat land which will produce under favorable conditions forty bushels of No. 1 hard wheat to the acre; twenty-six bushels to the acre is a common average in the district. Practical farmers, who take the necessary pains to thoroughly cultivate their land have had

The Smith homestead is surrounded by a grove of Russian (Riga) poplar and two varieties of willow—the cut leaf willow and the laurel leaf willow, a very ornamental bush. These trees make a very effectual windbreak, and beautify the home. Fruit trees and bushes have also been added during recent years, a few every year. Three crab apple trees, a hybrid, have grown from six inches to eight feet high in four years. One tree produced last year 132 of as fine crab apples as were imported from any point in the east or south. The Manitoba wild plums are growing well and bearing fruit every year. Gooseberries are also doing well and producing a good crop. Black currants that Mr. Smith brought with him from Ontario are producing better than they did in the old province. Two varieties of raspberries have



The Caswell Farm.

what was not consumed was disposed of to settlers who did not choose to grow any for themselves. For many years Mr. Smith drove to Moose Jaw twice a year—fall and spring—in order to purchase supplies.

He also supplied the mounted police with produce. Butter, eggs, beef and vegetables, pork, etc., were raised for the use of the family. In those early days the Temperance Colonisation Company provided storage free of charge for all settlers who came into the colony, the object being the enhancing of their holdings by having the free government grants occupied. Settlers came into the colony, partly over the old Huson's Bay Company trail, which ran from Swift Current to Prince Albert. The land was settled upon for only seven miles out from Moose Jaw. When going to Moose Jaw for supplies the round

fields of wheat yielding forty bushels to the acre.

Mr. Smith's successful mode of farming has been to plow in the fall and summer fallow about one-third of his cultivated land. He has grown excellent vegetables, while the cattle fattened on the wild prairie grass alone were equal to the best Christmas beef exhibited at Toronto.

Mr. Smith retired from active farming in the year 1899, and turned over the management to his son, George L. Smith, who has another homestead in the vicinity, making in all a farm of 480 acres. The last named gentleman has recently branched out into raising pure bred Shorthorn cattle, which is a very interesting and profitable industry in the district. The demand for such animals is always good, and the prices such as to make the business profitable.

also been successful on this homestead.

Mr. Smith is of the opinion that in time an unlimited supply of fruit will be produced on the prairies, the secret of success being to secure the right variety. The Central Experimental Farm, conducted by the Dominion government at Ottawa supply farmers who are able and willing to properly cultivate them with a few trees and bushes every year. Hitherto the utility of trees and bushes have not been sufficiently appreciated, but this defect is being gradually corrected.

The following nationalities are represented in the Smithville settlement: People from old Ontario, England, Scotland and Ireland; Americans, mostly Ontario people repatriated, all of whom have proved successful and prosperous settlers.

RAILWAY FACILITIES

W C. SUTHERLAND, M. L. A., while in Winnipeg, discussed the Goose Lake railway question with Mr. William Whyte of the C. P. R. and was given assurance that relief would be provided for that great district by means of the line now being built from Moose Jaw. Contracts have been let for a fifty-

Contracts Let for Road to Tap the Goose Lake Country--The Line to Facilitate Delivery of Soo Traffic to North, East and West

needed up early next year. The Daily Phoenix, July 31, 1907.

On July 30th the C. P. R. track-laying outfit got into Lanigan with the steel and they are pushing on west for Saskatoon. It is expected they will be in here by the first of September. It is now considered probable that the steel will be laid from Sheho, into Lanigan, giving



Proposed New C. P. R. Station.

mile extension of that line north and an additional forty miles would bring the line right up to the river. The line has been surveyed to cross the South Saskatchewan in township 29, range 8, W3. The point where the river crosses is distant about 25 to 35 miles from the centre of the populated Goose Lake district. So that coal can be brought close up to the people this fall, and genuine relief given.

From the river crossing the line will proceed west with a slight angle to the north and pass just on the north side of Eagle lake on the way to Lacombe.

The Moose Jaw-Lacombe line will therefore give the needed relief to both the Goose lake and Eagle lake settlers. The line west from the river will not be built until next year, but it is pretty sure to be completed in 1908.

In addition to the Wetaskiwin line of the C. P. R. to be completed this year and the Lacombe line to be put through in 1908, the C. P. R. have a charter for a line 75 miles southwest from Saskatoon, which they purpose building next year. The completion of that line would permit of Soo line passengers and freight being put right into central Saskatchewan, that line would also give the Goose lake and Eagle lake people a straight line into Saskatoon, in connection with the Lacombe line.

One of the chief difficulties in the way of railway construction this year is the lack of ties. The supply of labor is surprisingly good and there is steel to be had. But the severity and

deep snow of last winter made it impossible for contractors to get out the needed ties. That circumstance makes it improbable that the line from Sheho to Lanigan will be finished this fall. It will, however, be con-

nection to Saskatoon both over the Yorkton and Kirkella lines. Six cars of piles arrived in the city to-day for the temporary bridge to be built at this point. This is conclusive evidence of the company's plans.



The Guppy & Macdougall Block.



The C. P. R. Yards in Saskatoon

Engineer McLeod left the city yesterday and will go further into the plans of the C. N. R. for their Goose Lake line. He is decidedly of the opinion that the most feasible route for his road to get out of town will be to go out the Spadina Crescent for about three blocks and then cut across the fields north of the park and go under the G. T. P. and on southwest.

Mr. McLeod can't well see how they could curve round from 22nd street to go out alongside the C. P. R. line, though he is willing to try and work it out on that plan. They expect to build a wide subway at the Crescent.

Dr. Martin Murphy, government engineer on the Grand Trunk Pacific, arrived in town from the west at noon to-day. Excellent progress is being made along the grade of the trans-continental, he says, and by the time

the snow flies the line will be ready for ties and rails clear through to the Alberta capital. There are plenty of men and teams to be had and the bridge building is progressing most satisfactorily, but he thinks that the tie famine will prevent any steel laying west of here this year.

The heaviest of the work on Dr. Murphy's division is either completed or well under way. — The Daily Phoenix, July 31, 1907.



Residence of J. C. Drinkle.

THE RAILWAY FREIGHT ACTIVITY

"Well, this is certainly a busy spot," is the remark made over and over again by persons who have occasion to visit the Saskatoon railway yards these days. The freight yards of a growing place always present a busy appearance at certain seasons of the year, but just now those at Saskatoon present evidence of phenomenal development. Within the past few days cars and trains of cars of merchandise and construction material have been pouring into the city and quickly as the tracks can be cleared there are waiting dozens of loads at Warman and elsewhere to be brought in. Take lumber for instance. Just this week a local rail-

road man remarked to a Phoenix reporter that there isn't a dealer in town but has received sufficient lumber to load a heavy train. Merchandise of all kinds, farm implements and machinery have all been piling into town at an unprecedented rate.

Either on the tracks at the present time or unloaded within the past few days are from 135 to 150 cars of lumber for dealers alone, which does not include bridge timber or railway construction material. Fully forty cars of farm implements have arrived for Saskatoon dealers and invoices are being received for shipments that will bring this up to nearly sixty.

Hardware and stoves will reach into the neighborhood of thirty cars; carlots of furniture will run up to over a dozen besides numberless smaller shipments, while of general merchandise such as food and clothing coming in carlots there will be probably twenty or twenty-five cars, besides countless smaller lots.

The above figures tell the story of commercial enterprise among Saskatoon business men and convey some idea of the volume of business being transacted in the city.

Just here might be said a word as to the other lines of freight which are crowding into the city. The C. P. R. and G. T. P. are receiving cars

and cars of construction material constantly, and the C. N. R. have brought in many loads for their own use in carrying out the campaign of extension and improvement. Cement, ties, steel rails and general railroad building material are included in this class.

Only a few days ago there were at the city engineer's office freight bills for twenty-seven cars of material for use in city public works and more were to follow; there are sixteen cars of steel for the traffic bridge beside half that number loaded with timber for the same work; seven cars of material have been delivered for construction of the Hoeschen-Wentzler brewery and about ten more, including some of the equipment, are on the way; many cars of contractors' outfits have been unloaded for work east and west of the city and various other loads of freight of every description have been included in the long list of freight bills. In addition to the above there have been hundreds of cars of settlers' effects and live stock. These having the preference on all the railroads, were the first to arrive, and

settlers are consequently not now so much in evidence, having mostly all moved out to their new homes on the prairies.

Much of the lumber now being unloaded has been on the way for many weeks, and in some cases for months. The dealers are not in a complaining mood, however, and all are looking for a big season. The lateness in the real activity of building operations was remarked on but all expect a heavy summer's business and have stocked themselves accordingly. More than one complained of some delays in having cars spotted. One firm had seventeen cars on the tracks yesterday afternoon, another fourteen, and a third had received twenty-four cars since Saturday night, many of which are now unloaded. Among the heavy receipts for S. Hill & Son is a lot of machinery for their factory and complete equipment for the dry kiln they will shortly have established. The Canadian Elevator company expect within the next six weeks to receive 3,000 tons of coal towards supplying next winter's needs.

The warehouses of the farm im-

plement men are crowded with all classes of supplies to meet the agriculturists' needs. The new stocks are of course chiefly in the way of peculiarly spring necessities and wagons and buggies, while very soon the binders and harvesting implements will follow up and also binder twine.

Merchants have a just cause for complaint over the lateness of the arrival of many lines intended for purely spring trade, and some of these stocks will have to stand over for another season, which may mean a sacrifice in some cases. They all look for a good season, however, and do not seem inclined to grumble much over the milk that is spilled.

A few words of praise does not seem out of place for Saskatoon's business men. Nowhere will a more progressive crowd be found. They have the courage to look well to the future needs as well as meet the requirements of the hour. In no city will more up-to-date lines of goods be found or sounder business methods. The success that they are enjoying is earned.—Winnipeg Telegram of May 25th.



W. Hopkins' Hardware Store.

A DELIGHTED RAILROADER

It was surely a revelation to Mr. C. L. Stovel, the C. N. R. official of the right-of-way department, to drive out from Saskatoon to the Goose Lake country this week. Mr. Stovel returned this morning and in his possession were samples of the wheat pulled from the ripening crops. These samples were taken from the farms of C. H. Hickson, H. S. Keyes and John A. Delisle and others. They show the

grain to be headed out with a most generous burden of the grain for which the district has become famous. Some of the samples brought in measure a full 47 inches.

"It is the largest area of rich uninterrupted wheat land I ever saw in my life," Mr. Stovel told a Phoenix reporter at noon to-day at the Empire before going east. The C. N. R. man was plainly delighted with

what he saw out there. He traversed a good portion of a district, 30,000 acres of which is in waving wheat. He estimates that the average yield in the Goose Lake district this year will exceed thirty bushels to the acre. It will be above the average of the ordinary season, speaking for the west generally, but not particularly of a district where the average is always high.

Mr. Stovel will lay the evidences of his highly favorable report before the officials of his line.—The Daily Phoenix, July 28, 1907.



THE FINE CROP OF 1907

Carefully compiled reports from the immense hard wheat area tributary to Saskatoon justify the conclusion that the acreage under seed in the summer of 1907 is 30 to 50 per cent. greater than in wheat in 1906, and in oats and barley 50 to 60 per cent. The severity of the past winter and the exceptional lateness of the spring gave rise to fear for the crop of 1907. But while the seeding was late the weather has been most propitious—warm weather, absence of frost, regular periodical rains—so that now old timers and all persons interested declare the conditions and prospects to be the very best possible.

One way in which the increased acreage is accounted for is that last year saw a lot of new breaking done in addition to summer fallow and fall ploughing. The wisdom of thoroughly preparing the ground is distinctly seen this year and doubtless the lesson will be learned by farmers generally. During July farmers vied with each other as to who could produce the greatest number of inches in growth of wheat, oats and barley, now they have abandoned measurements and are calculating the number of bushels expected per acre.

The reports from which this information has been obtained were received from a staff of special correspondents scattered for many miles over the vast prairies and sent in under strict instructions for accuracy. The reports were gathered with the distinct aim of getting at the facts.

We have only begun to realize something of the vastness and all but

limitless capacity of Central Saskatchewan as a wheat producing area, and it is satisfactory now to know by experience that while nature is

rigorous and decided in the seasons in this western country, she continues to be bountiful in providing for abundant harvests, and again the old promise is in the way of fulfillment that: "While the earth remaineth, seed time and harvest, and cold and heat, and summer and winter, and day and night shall not cease."



A. Mooney's Residence.

THE FAST GROWING SOUTH SIDE

Building in Saskatoon is not all confined to the west side of the river. The historic Nutana Hill section of

residence on Broadway, and Mr. Irving is building one on Thirteenth street.

is having a residence built on Melrose avenue.

Several other smaller buildings in various parts are under construction. —Daily Capital, August 3rd.



Jas. Clinkskill's Residence

the city bids fair to become a very important suburb, or even a little metropolis of its own. The whole site is becoming studded with buildings.

There is the new building, a part of which has been occupied for some time by the departmental store of Clare & Young. J. F. Johnson's drug store is in the same building, while another part is being reserved for another purpose, to be announced later.

The Independent Lumber Co. have opened up a yard on Broadway, and have fenced it off accordingly.

The postoffice is one that deserves mention.

Mr. Francis, the blacksmith, has built a new shop on the west side of Broadway, as well as building a residence on Eleventh street.

Tenth street can boast of many new residences, a cottage belonging to Mr. Dore, the residence of W. T. Brooks, and the house of J. Ryan.

Charles Kursch is erecting a building on Second and Broadway, the lower story to be used as a butcher shop, with residence in the upper flight.

T. H. Wiggins and F. Engen have each erected beautiful cement block residences along the river front.

The exterior of the three-storey Putnam hotel is completed, and men are preparing for plastering the whole of the interior.

Mr. Root, who has just come from South Africa, is erecting a residence on Dufferin, while Mrs. Abbey is building on Ninth street.

Mr. Anderson has just completed a

On Dufferin avenue the walls of the English church stand, and a rectory will be in close proximity.

On Ninth street Mr. Sumner has erected two frame two-storey houses and Mr. Faund a one and a half storey cottage.

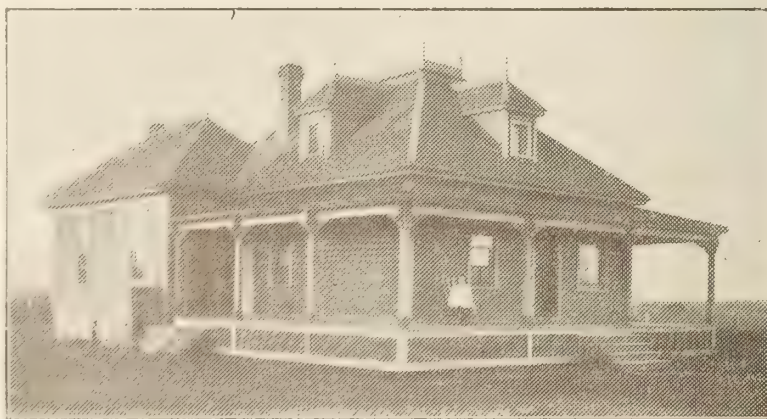
Mr. Newcombe is erecting a house on Main street, and Mrs. Henderson

COMPARATIVE BUILDING RECORDS

The June building records were interesting. Here is how they stood:

Scranton, Pa.....	\$ 202,970
New Haven, N.J.....	213,619
Saskatoon, Sask.....	216,340
Duluth, Minn.....	247,737
Hartford, Conn.....	271,505
Calgary, Alta.....	278,605
Toledo, Ohio.....	408,470
Louisville, Ky.....	428,008
Omaha, Neb.....	430,100
Edmonton, Alta.....	430,860
Vancouver, B. C.....	516,000
St. Paul, Minn.....	562,792
Fort William & Port Arthur	601,500
New Orleans, La.....	612,438
Buffalo, N. Y.....	676,000
Milwaukee, Wis.....	764,037
Kansas City, Mo.....	771,820
Minneapolis.....	1,002,025
Winnipeg.....	1,065,665

Just note the position of our little towns alongside the big cities south of the line.—From the Western Canada Contractor of July 21, 1907.



S. A. Mighton's Residence

ABOUT THE EAGLE CREEK COAL FIND

An important report as to the possibilities of coal deposits found to the south west of Saskatoon, has been prepared by Inspector Frank Smith, M.P., and presented to the deputy commissioner of the department of public works. It is as follows:—

"I beg to submit my report on the examination of the coal prospect Eagle Creek district, 125 miles south west of Saskatoon.

"Leaving Saskatoon, driving westward there is a thickly settled country for over twenty miles. Small poplar bluffs are studded over these twenty miles, but from that point westward for many miles north and south of the trail there is not the vestige of a bush. Goose Lake district, 56 miles, was made the first night out. Here the settlers have to go 25 to 30 miles southeast into the sand hills for their fuel. It is a very poor quality of poplar. From Goose Lake to Wiggins postoffice, 100 miles out, the country is well settled, especially as far as homesteads taken up, the land for sale being little settled upon. West of Wiggins postoffice out to range 21 there are a number of settlers and I understand all the homesteads are taken up. Land has been taken up by settlers as far west as the Alberta boundary. There is no doubt that the country travelled over between townships 30 to 33 and ranges 9 to 21 will be one of the thickly settled parts of the province of Saskatchewan.

"On the northeast quarter section 14, township 32, range 21, coal was found about ten days ago by a settler named Campbell when digging for water in the coulee formed by Stoney creek. The point at which the coal was found is fifteen feet above the level of the bed of the creek and about 100 feet below the level of the

prairie. The coal had been tested with a cover of about 5 feet of surface soil. At the place tested there

ances they had for prospecting with. The hole was filled with water and it would have taken two or three days



John Ashworth's Residence.

was a large hole dug out by the settlers and over a ton of coal taken out. The section of the seam as given to me by Mr. Campbell was:

Coal	...	1 ft. 0 in.
Clay shale	0 ft. 6 in.
Coal	...	2 ft. 6 in.

"This section was as far as they could go with the primitive appli-

to show up the work on the coal seam. Samples of the coal, however, were lying on the side and these with a sample obtained at Campbell's house shows a very good quality of lignite coal.

"On the southwest quarter section 18, township 32, range 20, there are very good indications of the coal cropping out in a coulee. About this point in the west the range of Bad Hills terminate. Following east along the foot of the Bad Hills I made a cursory examination of the land, but there are no rock exposures so that it is difficult to determine the formation. The general physical features of the hills, however, would lead to the conclusion that the coal measures underlie the whole range.

"On section 5, township 31, range 30, I visited the property owned by Mr. Calder of Saskatoon. A year ago he took this up as coal land and drove two or three short tunnels in the coal on the east side of the valley. The coal measures 2 ft. 6 in. and is a very fair quality of lignite. The stratification has all the appearance of the coal measures as found in the Souris valley near Estevan. At the present time, Mr. Calder has a coal drilling outfit on the ground and had reached a depth of 40 feet when I was there; he has promised to give me the result of the drilling which he intends carrying to a depth of 300 feet.

"I interviewed many of the settlers on my trip and they are unanimously of the opinion that they cannot stay



W. P. Kirkpatrick's Residence.

in there in the winter unless there is a solution of the fuel question either by mining or railway transport. It takes the settler on an average from two to five days to make the round trip for wood to the 60-mile bush, and many of them even buy it from the half breeds who are cutting it. From the coal already found it would

certainly warrant the expenditure of some money in proving its economical value or the existence of some other workable coal seam which in all likelihood will be found in these coal measures. I would suggest that a good practical miner with two laborers be put on the present work, section 14-32-21, proving the exact sec-

tion of the coal and after that prospect on section 18-32-20. Should either of these places prove an economical workable seam then the property, I think, could be leased at very little expense to the government. At least 1,000 homes of settlers could be supplied from a mine in this district." —The Daily Phoenix, Aug. 2nd, 1907.



SASKATOON AND ITS POSSIBILITIES

Saskatoon is the most rapidly growing city, although the youngest, in the west. Over a quarter of a million dollars is being expended in the construction of sewerage and in establishing municipal electric light and waterworks plants. The Dominion government are letting the contract for a \$100,000 postoffice and the provincial government a contract for a \$75,000 court house.

Saskatoon is destined to be the great railway centre of the prairie provinces. The three great trans-continental systems of Canada have one and all definite plans for building right into and through the city. Situated midway between Winnipeg and Edmonton and surrounded in a radius of many miles by the richest and most beautiful wheat land in the world, it must become the great central distributing point of the fertile plains of the far-famed Saskatchewan valley. The three railways above mentioned have works under construction in the city incurring the expenditure of over one and a half million dollars. This includes shops, etc., etc. The Canadian Northern railway is now in full operation from Regina to Prince Albert. The C. P. R. will be in operation from Winnipeg to Saskatoon in September. The G. T. P. will be in operation from

Winnipeg to Saskatoon this fall, or early next spring.

The class of buildings that is now being erected in this thriving city of the west is modern in every respect.

Frame stores, offices and hotels and banks are rapidly giving place to permanent structures of stone, brick and cement blocks. Lumber and shingles are brought here from the north and



Jason Graham's Residence.



DIRECTORY

Population 1901	113
Population 1906	3,031
(Dominion Census Figures.)	
Increase	2,582 per cent.

CITY COUNCIL AND OFFICIALS

Mayor—Jas. R. Wilson.
 Aldermen—W. J. Bell, H. E. Munroe, M.D.; G. H. Clare, J. H. H. Willoughby, M.D.; Wm. Hopkins, E. Jordan, J. C. Drinkle, L. G. Calder.
 Secretary—J. H. Trusdale.
 Treasurer—C. T. Falkner.
 City Solicitor—D. T. Smith.

Health Officer—W. J. McKay, M.D.
 Chief of Police—R. E. Dunning.
 Chief of Fire Department—D. M. Leyden.
 City Band Secretary—Wm. Jackson.

Hospital Board.

Chairman—H. E. Munroe, M.D.
 Secretary—James Leslie.
 Members of the Board—Jas. R. Wilson, J. H. C. Willoughby, W. J. Bell, P. H. Currie, M. Isbister, Jas. Leslie.

School Board.

Chairman—J. E. Paul.
 Secretary—W. P. Bate.
 Trustees—A. E. Young, Russell Wilson, A. J. Sparling, J. H. Holmes.

Board of Trade.

President—John Ashworth.
 Secretary—J. D. Gunn.
 Commissioner—Adam Turner.

Government Officials.

Dominion Lands — Robert McIntosh.
 Immigration—Wm. Braun.
 Registrar of Vital Statistics—A. S. Mighton.
 Postmaster—M. Isbister.
 Dominion Customs—B. Chubb.
 Meteorological Observer — James Eloy.
 Royal North West Mounted Police — Sergt. Loggin.

from British Columbia. Limestone, granite boulders, sand and gravel are easily procurable in large quantities from the bed of the beautiful Saskatchewan river which flows majestically through the heart of the city. This river is spanned at Saskatoon by three railway bridges and one traffic bridge. There is a brick yard in the city, also a cement block factory. The assessment in 1905 was \$750,000; 1906, \$2,500,000; 1907, \$6,600,000. Population, 5,500. For all information apply to Adam Turner, commissioner of the board of trade.



W. H. MacBeth's Residence.

WHERE INFORMATION CAN BE HAD

Persons wishing information regarding Saskatoon, its environments, location, people, business of district, or any statistics, will receive prompt and courteous consideration by writing or calling on the commissioner, Adam Turner. Mr. Turner may be found by persons visiting Saskatoon

in the Board of Trade offices, close to the C. N. R. depot, in a neat little building standing out conspicuously to catch the eye of the visitor as he turns eastward from the C. N. R. station platform.

Any communications addressed to Mr. Turner regarding any of the manifold activities, business openings

and varied resources of Saskatoon and its vast agricultural territory will receive his prompt and courteous attention.

[Errata.—On page 24 "Residence of ex-Mayor Clinkskill" should read "J. D. Ferguson's residence."]



Currie Bros.' Departmental Store.

